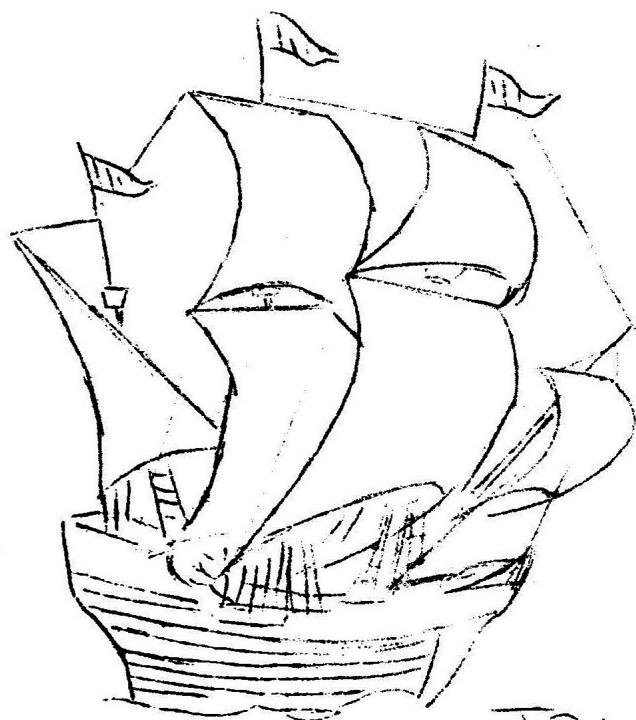


March 76. X



FLOWER  
POWER  
  
SPRING '76  
  
THE MAGAZINE  
OF THE  
TRIUMPH MAYFLOWER  
CLUB



The Magazine of the Triumph Mayflower Club.

Chairman	D. Goodyear 22, Hayes Close, Newtown, Bristol.
Vice Chairman	T.C.Mills ) 33, Woodside Road, Kingswood,
Secretary	Mrs. E.Mills) Bristol
Rally Sec.	R. Varney, 32, Mackie Road, Filton, Bristol
Treasurer	E. Berry, 13, The Greenway, Fishponds, Bristol.
Ord. Member I	M. Bath. 3, King Edward Rd. Walthamstow, London E17.
Ord Member 2	R.R.Bussell, Flat 1, 347 Springfield Rd. Chelmsford

## Ex Officio

Magazine Editor	R.B.Bussell, Pinnocks, New Rd. Tadley, Basinstoke,
Spares Sec.	T.C.Mills as above.
Social Sec.	D. Goodyear, as above.

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## Chairmans Letter.

Dear Members,

It is with deep regret that I have to inform you all that our duplicator, used for printing our Magazine and notices etc., has suffered a fatal heart attack. The poor thing had struggled on for many months and we nursed it in every way we could, but finally it produced a last copy, gave a sigh, a tired rattle, shuddered for a few seconds, and quietly died. This, I know you will appreciate, left us in rather a spot as we had no duplicator for the next issue of Flower Power and a batch of important papers. However to cut a long story short your Committee took the plunge and, after a demonstration, purchased a secondhand but good replacement. This should last for many years and hopefully we may be able to recoup some cash by doing some duplicating for other organisations. Despite the offer, gratefully accepted, of a £25 loan for any purpose from one of our members, this purchase, at £75 has obviously made heavy inroads into our funds and we need your help. As you know we are a non profit making club and one of our major aims is to locate and buy spares for resale to you at as low a price as possible. This requires working capital.

I therefore ask all members to help, if they possibly can, by making a donation to the Club, however small, to offset this unforeseen burden that has arisen,

The Club is doing well and I can assure you that your Committee is doing its best to give you all a good programme for the coming Spring and Summer. I only hope you will all take advantage of the rallies and outings that have been planned. There are three good reasons for this. Firstly it will give your families some pleasant days out. Secondly it will be good for the Club to see you all, so that we can all be together now and then. Thirdly to see you on all these occasions will help your Officers and their helpers feel that they are achieving what they set out to do, and that is to convince you that the Club belongs to you, for you to enjoy.

Yours sincerely,

Derek

Bristol  
March 1976

### Editors Piece

I really ought to leave this until the end, 'cos I have not yet really sorted out in my mind how I am going to put this issue together. Perhaps I will exercise the Editors prerogative and put a bit at both ends! Anyway firstly I must thank those of you who have included kind remarks about the magazine in your letters to the Club. These are much appreciated not only by your Editor but also by those who operate the hardware and do the addressing, packing and posting in Bristol. I am nicely insulated from the sheer hard graft that this involves by 80 miles of M4. Hopefully they will find the task easier and the product better with the new machine, mentioned in Derek's letter. Incidentally, if we all gave the price of a gallon of petrol the new duplicator would be paid for, so what about it? Do it now, a cheque for 75p.

From this issue we are trying a new way of dealing with spares available and cars for sale so that what you get should be right up to date. In future these items will be dealt with separately, although they will be posted at the same time for obvious reasons. Your Spares Sec will be dealing with this.

This issue was originally delayed so that we could give you as much gen as possible about the Summer programme. Murphy's law has ensured that it is even later than intended, firstly by the demise of the old duplicator and I didn't know what sort of stencil to type on until we had decided on a new one, and secondly when this was known I have been away rather a lot on business (your business, I'm a Civil Servant) and have not been able to get on with the typing. I only hope this reaches you before the first event on the programme!

Roy Bussell

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### Hon Sec's Corner

Well here we are, at the start of a New Year and I hope all of you are pleased with what we have arranged for the Club's events.

First of all, however, welcome to the following new members:-

Rod Came-63, New Road, Ridgewood, Uckfield, Sussex.

John O'Brien-50, Elm Grove, Orpington, Kent

Malcolm Tidball-14, Church Street, North Brent, Devon.

Brian Bishop-63, Eastmoor Road, Pont Faen, Newport.

David Huxtable-15, Cedar Mount, Shrubbs Hill, Lyndhurst.

Nicholas Andrew-The Plot, Fernhill Lane, New Milton.

Sgt. P.S.Gaine-BFPO 801

Walter Wolentarski Jnr.-Williamsville, New York. USA

Henry Holbrook-Holliston, Mass. USA

Jeremy Phillips-55, Loom Lane, Radlett, Herts.

Thomas Nelson-40, Durban Road, Patchway, Bristol.

Hugh Prodgger-'Greenacres', New Road, Rotherfield, Sussex.

Don Butler-16, Coombe Hill Cres., Thame, Oxon.

Also, sound your horns, waggle your trafficators, and flash your lights in an extra special welcome for our century!!! Yes, our 100th. member is..... Ashley W. Hawes, of 82 Bond Street, Englefield Green, Egham, Surrey. Welcome aboard.

Hon Sec's Corner continued:-

For those of you requiring the V.T.R. Magazine from USA, we have heard from Dick Langworth that he has received your orders. He hopes to have a distribution base in UK within a few months. More information on this later.

We still have a few of the last batch of Dar Badges left. They make a wonderful gift, wives should buy one for their husbands like those who did for Christmas....Jolly Nice!

In this months Motor Sport Feb. 1976 (hey, Eileen, that was last month, Ed) Rolls-Royce and Bentley Club have offered invitations to members of other clubs to write to them so that they can also enjoy the advantages of their club as associate members. The address to write to is:-

The Coach House  
Whistlers Wood,  
The Ridge,  
Woldingham, Surrey. Sounds interesting....

On Thursday 22nd. April, at the Collegiate Theatre, Gordon Street, London W1 from 6pm until 8-30,

The National Motor Museum Trust

PRESENTS

'Historic Motoring on Film'

A two hour show of Archive Film, Newsreels, Documentary and Feature Film covering many aspects of motoring.

All seats £1.00 each (inc. VAT). Send to Charles Ward, Green Gables, Glen Road Enfield, Wallington, Surrey. All bookings must be accompanied by a stamped addressed envelope. This seems a must, not to be missed by the enthusiast.

SUBSCRIPTIONS.....Sorry to harp on about money. Members are reminded that under the Constitution adopted at the 1975 AGM subs are due on 1st April. Anyone who renewed membership during February or March is not expected to pay again but, as I mentioned in the Christmas Mag we hope everyone else will not mind paying again now. This is as a result of regularising the renewal date.

To end on a more humorous note, some of you will know Dave, our local mechanical genius, who runs an ancient but beautiful Land Rover. As a bit of fun and also advertise the Club he and Terry fixed two signs on it announcing 'Triumph Mayflower Club', 'Recovery Vehicle'. Alas they worked too well, to the extent that poor old Dave was being pulled out at all hours to help drivers in distress in the Bristol area. They only seemed to see the 'Recovery' bit! Anyway when this started to interfere with drinking time Dave thought enough is enough, and off they came. We hope he may put them back on when he visits any Club events, however.

Rally Secs Notice Board.

Events for your Diary.

April 19th. (Easter Monday) Vale of Evesham Social Run (see below)

May 16th. Timed Trial Run and Tea plus Chinwag at 'Pinnocks'  
(see below)

May 23rd. Social Gathering at Crick Tramway Museum. Invitation by  
Razoredge Owners Club.

June 20th. Standard-Triumph International Rally, Weston Park, Shifnall,  
Shropshire. A grand opportunity to see our cars' older  
relatives!! Application forms for S.T.I.R. will be found  
at the end of this issue.

July ? Razoredge Owners Club Rally. No date or venue fixed yet.

August 22nd. Yeovil C.C. 25th. Cavalcade of Motoring, Barwick Park  
Yeovil.

Sept. 12th. Our own '2nd. National Rally' Dodington House, Chipping  
Sodbury.

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Our first outing of the year is a social run around the Vale of Evesham, a very pretty sight at Eastertime. It will be a circular tour starting at Tewkesbury---meet in the large car park on the A 38 on the Gloucester side of the town, near the Abbey, at 10.30 am, commence run approx. 11.00 . We will be calling at some places of interest on the way, and breaking for lunch at a fine country hostelry (with room for the children). There will be chances to stretch your legs, and the kids. I hope as many members as possible will join in the run (although I realise it will be rather 'juice consuming' for our more far flung members. For those of us who only use their 'Flower in the Summer it will be a good opportunity to blow away the cobwebs-- and for those who use their 'Flower every day, well it will be a nice outing!! Just in case there is a mishap (God forbid)..we hope we will have the Club's breakdown wagon (he means Recovery Vehicle, see page 3., Ed.) in attendance, complete with fitter and mechanic (I wonder if Dave is both of them, Ed.)

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Gathering at Pinnocks, May 16th. Roy (that's me folks, Ed.) is organising a sort of timed trial affair. The idea is that we rendezvous at some suitable point, probably in the Newbury area and round about 2 pm set off on a 15-20 mile tour on a set route to finish at Pinnocks. Cars will be sent off at fixed intervals at the start and will pass through several check points (you will be told where they are, except one) and the object will be to adhere as closely as possible to a given average speed. Thus penalties will be incurred for early or late arrival at any checkpoint or the finish. The course will not be difficult nor the set speed high and the route will try to include some of the local scenery. Tea and Bickies will be available (my pleasure, folks, Ed.) at pinnocks. Those who would like to have a go, and those who want to stand and stare, should drop a line direct to Roy Bussell at Pinnocks, New Rd., Tadley, Basingstoke, Hants. A fee of 50p is required to cover postage etc. and a small prize for the winner (cheques, P.O.'s payable to Mayflower Club, please.

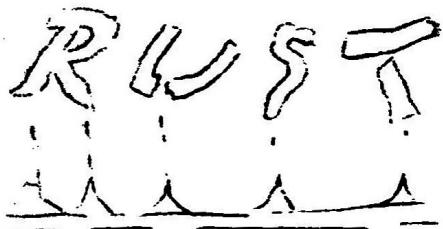
Rally Secs Notice Board Continued:-

Will anyone intending to visit any of the other 'Club Meets' please contact me in the first instance, I will then pass any relevant info.

I would just remind you of our 2nd. National Rally on Sept. 12th. at Dodington House (as last year). Make a note of the date NOW. It should be bigger and better than last year, weather and crowds permitting!!

Any members living in the North/Midlands area wishing to get together should contact Mrs. T. Minshull, 44, Surrey Street, Glossop, Derbyshire (Tel. Glossop 5153) who is eager to meet you!!

Reg Varney



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A Sombre Tale of Horror and Doom, from Frank Lane.

During a recent pre-MOT check it was found that the rear inside end of the chassis needed welding where rust had got in. To do this it was necessary to remove the spare wheel carrier and petrol tank which proved to be a blessing in disguise as it exposed the rear and centre cross members which were completely inaccessible with the tank in-situ.

Although the car had been undersealed the compound could not reach the chassis in this region and rust was forming which could have been serious. After a good going over with a wire brush and 'Naval Jelly', (excuse the commercial) and repainting the chassis, tank and spare carrier I reassembled everything feeling I had done a good job.

I would suggest that any member with a spare weekend might care to investigate this area and prevent trouble later on.

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Still on the same subject, our very active friend member Peter Burdge of Weeping Ash Farm, Yatton, Somerset, is trying a selection of various primers, bituminous and underseal paints etc. and in due course will provide a report of performance. He is also investigating sources of stainless steel exhaust systems for the Mayflower. One prerequisite for discount is an order for several at a time. Anyone who is interested in this should write to Peter straight away. This sounds a really worthwhile investment. Ordinary modern mild steel systems do not seem to last very long these days.

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Continued from Page 10

As he's no facilities where he now lives, in Chelmsford, thankfully sets off next day in his warm, smooth, quiet, comfortable 'Flower leaving Dad to spend many a cold, wintry evening getting the poor wee beastie fit for the road again. Which I did, enjoying a few trial runs afterwards. Now, with the promise of warmer weather as the daffodils and lambs and things appear ..HE'S TAKEN IT AWAY!! Rotten rotten rotten!!! Still, perhaps I can now fix the big ends, a brake cyl. and the over-drive of my Renown in time for Summer.

Roy Bussell

These tools require access to a band-saw or a helpful workshop who will do the cutting. Sketches on pages 8 and 9

Both 'pullers' are cut out by bandsaw by hand as the actual shape is not critical; final shaping with a file is only necessary at the tips to thin down slightly. The track rod end puller will just go between the joint and the rod with the rubber still in place (if hammered in).

The rear spring front end pivot bolt is a so-and-so to get out and this tool (according to Robin who has used it) is worth its weight in gold! The 'push' screw is offset from centre to skew the tool and dodge the spring. Note that as the Allen screw is only 2" long (the longest I could get, there may be longer) it is necessary to insert pieces of  $\frac{1}{8}$ " rod (old bolts with the heads cut off) as the bolt moves into the spring.

Editors note... I hope I have faithfully reproduced the sketches Eric provided, or at least enough of them for the purpose. Eric also included a design for a valve lifter... perhaps we'll have that in the next issue.

Eric wants to know if anyone has a clutch operating rod (pedal end) as his is rather worn. He comments that a worn one is O.K. as a pattern to remake ends.). Can anyone help? Write to Eric at 'St. Mary's' 42, Surrenden Crescent, Brighton, BN16WF. or phone B'ton 503779

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### Standard Goes To War!

By Peter Burdge

It may interest members to know that a Standard armoured car has come to light on a local farm. It was produced, I believe, in about 1941 and was known as the 'Beaverette'. Powered by a Standard I4 engine it had an armoured superstructure with a turret on top, and a short bonnet. The entire body was built of  $\frac{1}{2}$ " armour plate and was thus very heavy indeed. This particular car is the last survivor of four bought by the farmer after the war, when each had done only about 100 miles and were virtually ex-works.

The farmer cut down the superstructure to the car's 'waist-line'. This removed much of the weight and left the car looking rather like an early Land Rover but somewhat lower and wider (and with distinctly razor-edge styling!). The front of the vehicle slopes forward and this gives it a 'dreadnought' appearance. Cutting through the armour plate took considerable time and energy. The welded seams were most difficult, being of 'stellite'- a wonderfully hard substance. Because of the very low gearing they were useful as tractors and performed general farm work for a number of years until replaced by Ferguson tractors (as you all know, also based on Standard engine components.)

The survivor looks rather rough and is lacking its bonnet and radiator grill. These are rumoured to be in use as manhole covers somewhere around the farm and I hope to unearth them. The engine is apparently in good order and all the vital mechanical components are still present.

I am told that many of these armoured cars were sold off after the war and that gliding clubs used them to tow gliders in the years before Land Rovers became well established. I hope to be able to give more information when I have examined the vehicle more thoroughly and have done some research into its history.

### Celebrity Spot No 1

We read in a book about two of our better known showbiz personalities that way back the first new car they bought was a Mayflower. This seemed too good a chance to miss so I wrote to them, c/o BBC. In due course the following reply was received:-

Dear Roy,

The Triumph Mayflower was the first new car I bought, 1953, in Leeds. I think it was about £670. RUB 60 was the registration. I wonder where it is now? I loved it and on the first drive was more pleasurable than my first Rolls 1972. I never drove it over 60 and sold it too soon at about 26000 miles for a Standard Vanguard. Then on to Ford Zephyrs which I liked very much. Last Triumph Mayflower I saw was in Malta. At the moment I am in love with a Mercedes 280 SL 1968 which I intend to keep.

All the Best,

(Signed) Ernie Wise

P.S. My first car was a ex. War Department truck, £195 secondhand.

Does anyone know the fate of RUB 60? It would be nice if we could tell Ernie that someone still loves it. Ed.

### Celebrity Spot No 2

Member H.Baxter of Coventry tells us that his Mayflower was first owned by the late Sir John Black who was at the time Managing Director of the Standard Motor Company. It was chauffeur driven and also meant for the use of Sir John's housekeeper for shopping etc. When he retired he gave it to his housekeeper and her husband who treated it with awe and reverence almost like a piece of antique furniture. In midsummer 1975 it completed 60 000 miles and Mr. Baxter had just done around 2 000 miles in Yorkshire and Scotland, trouble free cruising at around 45-50 mph.

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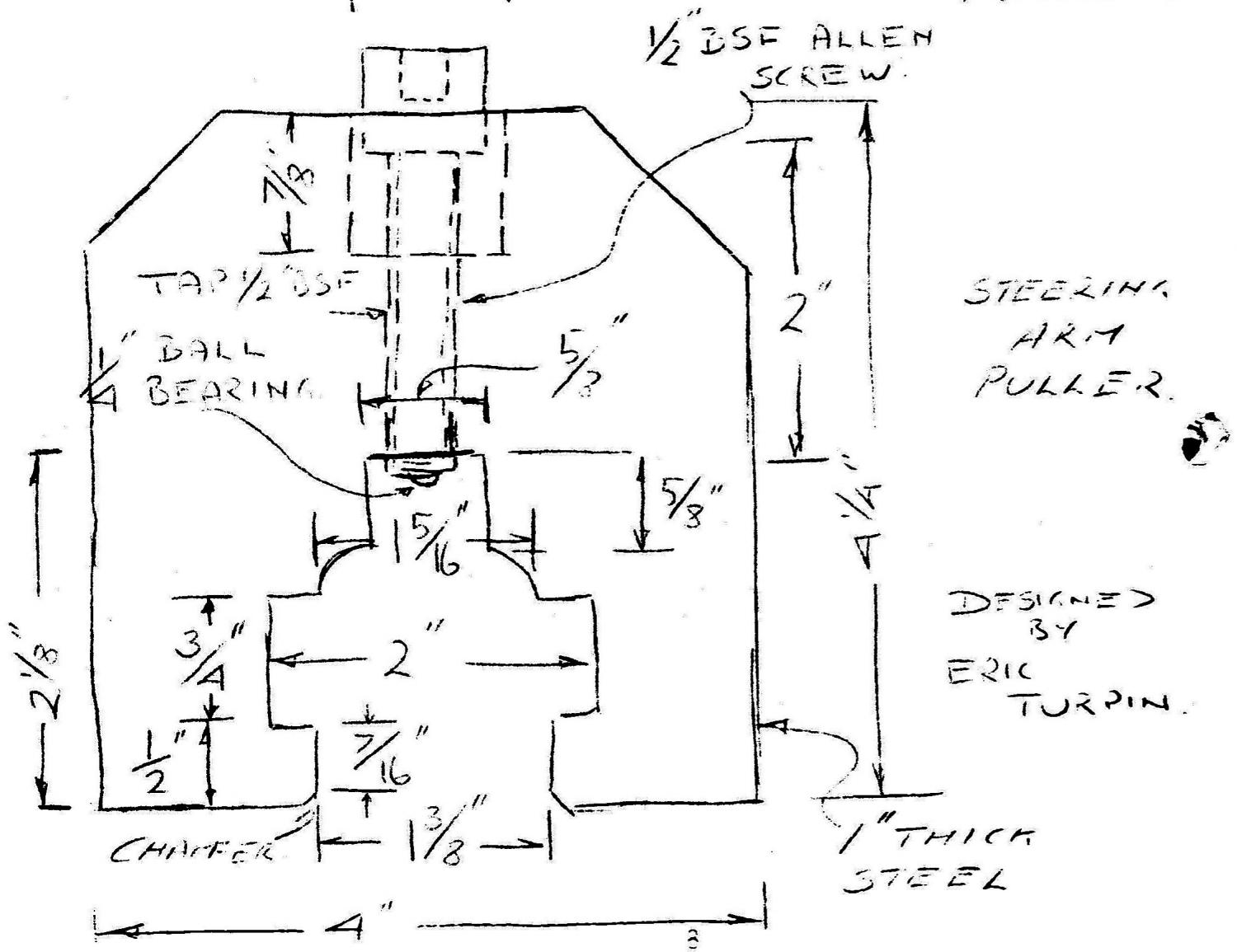
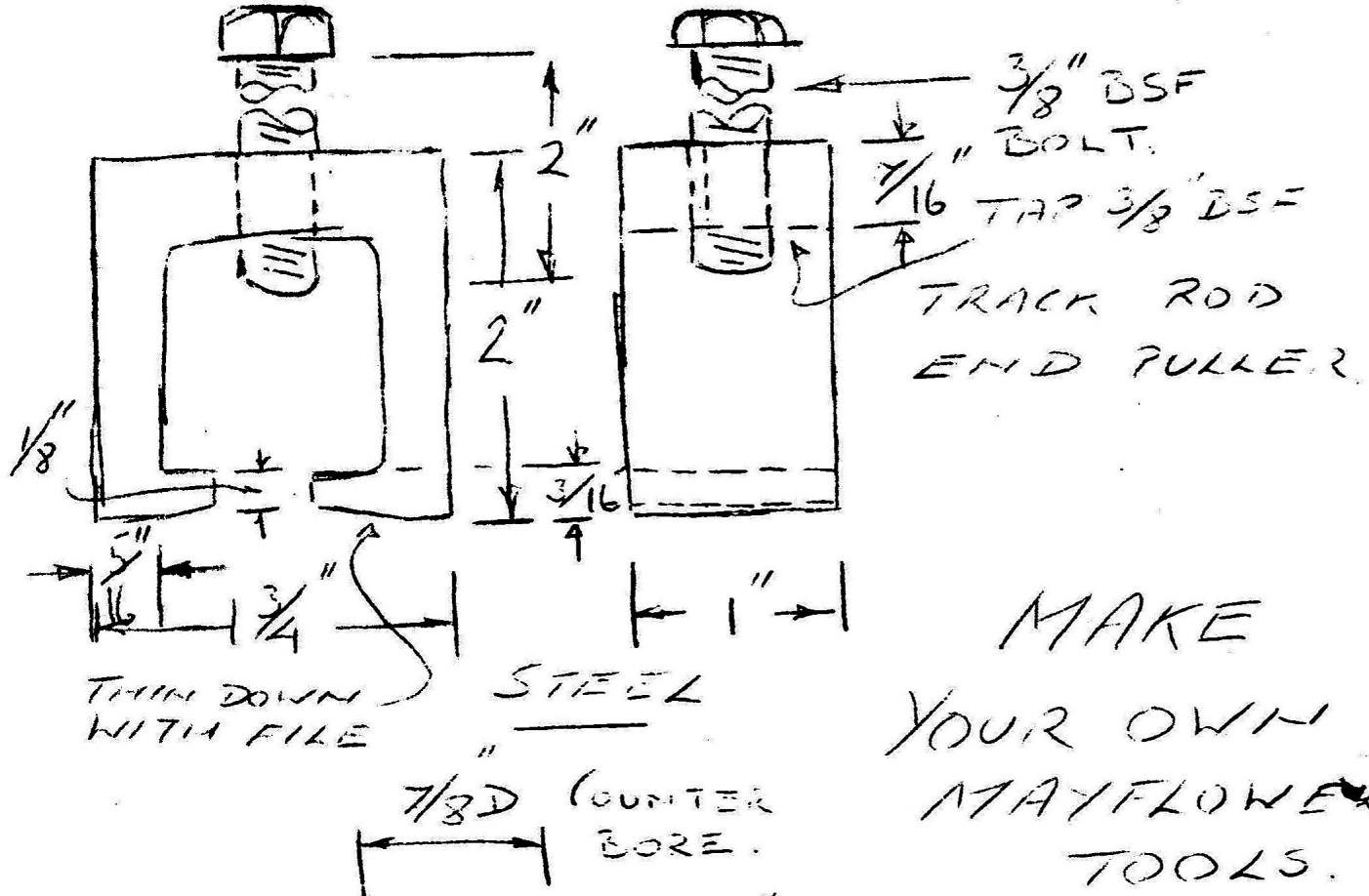
Wanted Wanted Wanted....

Peter Burdge of Weeping Ash Farm, Yatton, Somerset, seeks a Mayflower back bumper (preferably with over-riders). Must not be dented, but rust and tarnishing do not matter as he can get it replated. Write stating price or 'phone Yatton 83 33 38.

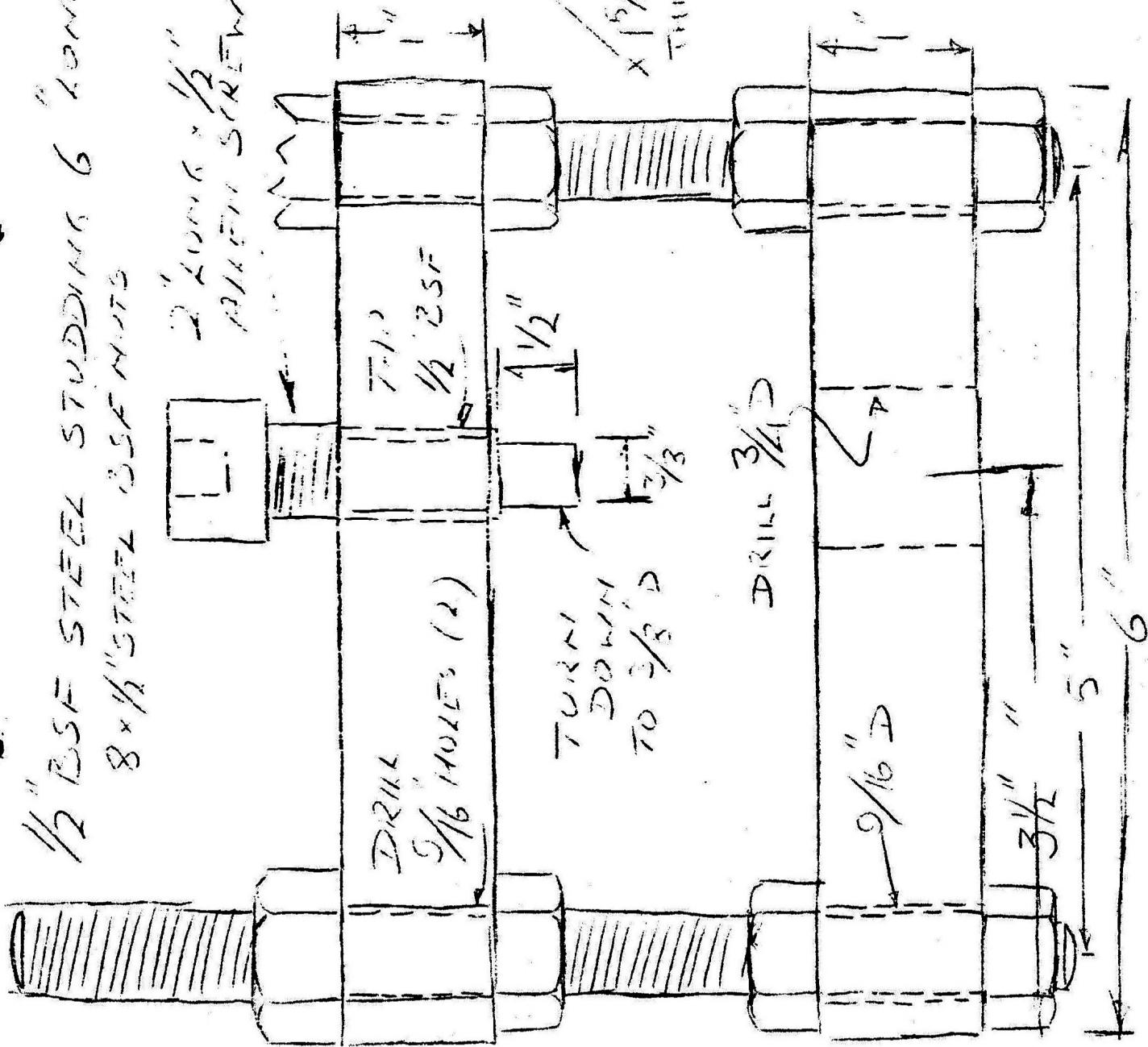
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Fair Exchange..... Rhys Manley-Salt of 14 Bromwich House, The Hill, Richmond, Surrey has a 1953 Mayflower, 60 000 miles, rustfree, which he would like to exchange for a good Renown. Cash adjustment either way if necessary. He will supply pictures of the Mayflower and take it anywhere for any kind of test.

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$\frac{1}{2}$ " BSE STAIN STUDIES 6 cont  
 $8 \times \frac{1}{2}$ " STAINES



Have Your Say. . . . .

What do YOU want from the Club?

Whilst the place for Club members to make their wishes known is the AGM, your Committee realizes that only a small proportion of the membership can attend. So, let the Committee know. Write to Derek Goodyear, our revered Chairman, briefly (a postcard will do) putting your priorities on the following and adding anything you think I have missed.

Spares Dept. Rallies(National) Rallies(Regional) Magazine

Centralised Get-togethers Local Get-togethers

Weekend gatherings (inc. overnight hotel stay)

One day events

Do you prefer.....Concours meetings, Driving tests, just chat, or all together.

Evening Meetings for chat, slide shows, talks, or just a quiet booze?

Incidentally, do not suggest bulk insurance, or special rates for collectors cars etc. We have investigated without success.

Next- what would you like to see more of (or less of) in Flower-Power? Again write to Chairman Goodyear. Here of course items like Hon Secs Corner and Rally Secs Notice Board are the means of passing on essential information about Club activities to members and hence are of prime importance. However we would be pleased to receive your views on other material e.g. Technical Notes, Hints, Members stories, Jokes(?), etc.etc. Again bear in mind that I can only include that with which I am provided! Members sent in quite a lot around Christmas but I'm running a bit low for the next issue!!!

TAKE UP YOUR PEN.....LET US KNOW.

R.B.B.

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The Continueing Saga of Robin....

As a tailpiece some members might like to here more of the exploits of my erstwhile son. In the Christmas Issue I mentioned that Robin had bought a TR 2. Pundits will know this delectable, draughty, hard-sprung, sweetlined bulbous nosed, brutal powerpacked old lady as the forerunner of the 3's, 3A's, 4's, 4A's, 5's, 6's and now the TR 7. (One of the first two did 125mph! The engine is hotted up Vanguard but the front suspension is beefed up Mayflower, as is the back axle. Anyway Rob went to Edinburgh for Hogmanay and came back, as luck would have it, on 2nd. Jan. That's it-the day of the HURRICANE !! The slush and cold sometimes caused his front carb to ice up so she only fired on two pots, and sometimes the throttles stuck. Once too often and he ran out of road on a slush covered bend-hit post which carried away lower valance and wall which didn't do nearside wings or door much good. Wheels showed distinct toe-out! Over 300 miles to home. Struggled on, friendly garage adjusted track but only  $\frac{1}{2}$  right lock now available...pressed on, Gales kept unfastening hood...tied it on with black tape. Every car passing other way throughs up slush which finds its way 'twixt windscreen and hood and over sidescreens. Now only 3 pots attempting to fire (later examination showed one exhaust valve gone). Trees and branches all over the place, very embarrassing when you've only 3" ground clearance! Eventually tired, cold and shaking lad arrives home. saying nasty things about 'orrible little sports cars.

Continued on PAGE 5













